



State of Utah
DEPARTMENT OF NATURAL RESOURCES
DIVISION OF OIL, GAS AND MINING

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January 31, 1994

TO: Minerals File

FROM: Anthony A. Gallegos, Reclamation Engineer *aaG*

RE: Site Inspection, Interstate Brick Company (Interstate), Five Mile Mine
M/045/006, Tooele County, Utah

Date of Inspection: January 28, 1994
Time of Inspection: 0930 - 1220
Conditions: Foggy, cold
Participants: Jerry North, Interstate; Tony Gallegos, Travis Jones, DOGM

Purpose of Inspection: To examine the area of existing operations and the area of the proposed plan amendment in order to clarify issues raised in the Division's deficiency letter of Jan. 19, 1994.

We first examined the proposed pit expansion area. This includes the red colored area and the yellow colored area on the map submitted with the January 10, 1994 amendment/revision form. In general, the proposal includes an expansion in the width of the existing pit to the southeast, and then an expansion in length to the east. The existing pit would also be deepened by another 10 to 20 feet (depth unknown at this time). The red area on the map indicates the phase one of the proposed pit expansion. The phase one area may be described as a rectangular block immediately adjacent and parallel to what is being called the Old Interpace Pit located near the center of Section 4, T7S, R3W. The pit may expand in width to the southeast depending upon conditions encountered in the actual phase one pit expansion. The yellow area on the map indicates the additional pit expansion proposed at this time.

Underground workings in the area of the proposed pit expansion are shown on the map by dashed lines leading away from a shaft. The accuracy of the mapping of these underground workings is questionable. The original permit boundary for the Five Mile Mine is approximately 150 feet to the west of the Old Interpace Pit. Interstate currently has a \$53,300 surety bond in place for disturbance of up to 71 acres at the Five Mile Mine.



The pit expansion area has recently been drilled under E/045/096 by Interstate. The exploration drill holes were evident by mounds of drill cuttings at the time of this inspection. The holes had been capped at the top only to allow Interstate to use these same holes for blasting of the limestone overburden. From the surface down the various layers, are a layer of a sandy-gravelly soil, a layer of limestone and then the clay layer. Drilling indicates the sand-gravel layer to be approximately 20 ft thick on the southwest end of the phase one pit expansion and approximately 1 ft thick on the northeast end. The limestone is estimated to be 40 ft thick for the entire length of the first phase of the pit expansion. Interstate would begin excavation of the phase one pit expansion at the northeast end of the red zone. Under the proposed amendment, Interstate would stockpile salvaged topsoil in the existing topsoil stockpile located adjacent and east of the 3e pit. The phase one limestone overburden would be placed as backfill in the existing 2e pit (aka 3d pit). Interstate has already placed some backfill material in the northwest end of this pit.

We next inspected the four exploration trenches created under the EXP-NOI. These trenches indicate the eastern end of the proposed pit expansion, but the exact shape of the pit within the yellow area may differ from that shown on the map. Mr. North indicated these trenches were preexisting and Interstate only deepened them. Interstate plans to fully reclaim the most eastern two trenches in the immediate future. The remaining trenches will be used to locate the additional phases of pit expansion. Trenches which will remain open will have safety berms created around them.

The land surrounding the Five Mile Mine is owned by the BLM. The general area is commonly used by ORV enthusiasts. While we were at the site, a truck and trailer with two motorcycles drove up. Two men in the truck asked what was going on in this area. They were not aware that this was private ground owned by Interstate Brick Company. Mr. North informed them that the BLM is looking at setting aside some adjacent lands as a recreation area for ORVs.

We next inspected several pre-law disturbances to the west of the proposed pit expansion. Mr. North indicated that in the process of mining, Interstate may backfill several of these small pits. Photos were taken of these disturbances. I informed Mr. North that reclamation of any pre-law disturbances which had not been impacted by Interstate would qualify as candidates for the Division's Earth Day Reclamation Awards.

We next inspected the 3e pit and adjacent topsoil stockpile. This pit is nearly finished. The topsoil salvaged from the pit expansion would expand this topsoil stockpile in the northerly direction. Photos were taken of the pit and topsoil stockpile.

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We next inspected the 2e pit (aka 3d pit). The stockpile pad located south of pit 2e is currently empty. This pad is labelled 2f on the map. Interstate plans to rip this pad, place some soil material over it and then seed it. Photos were taken of this pad area.

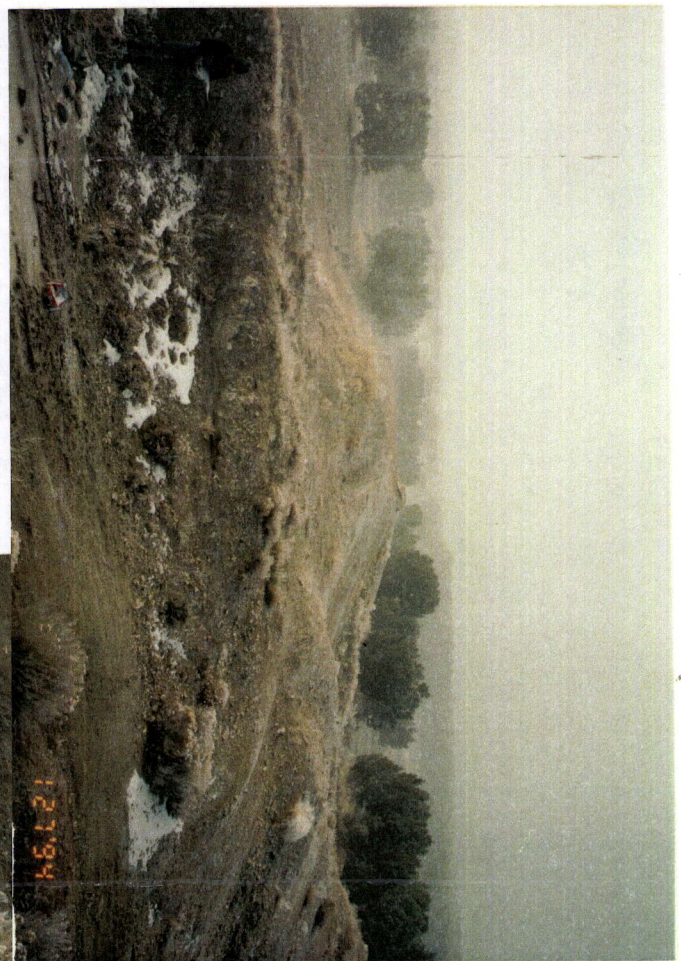
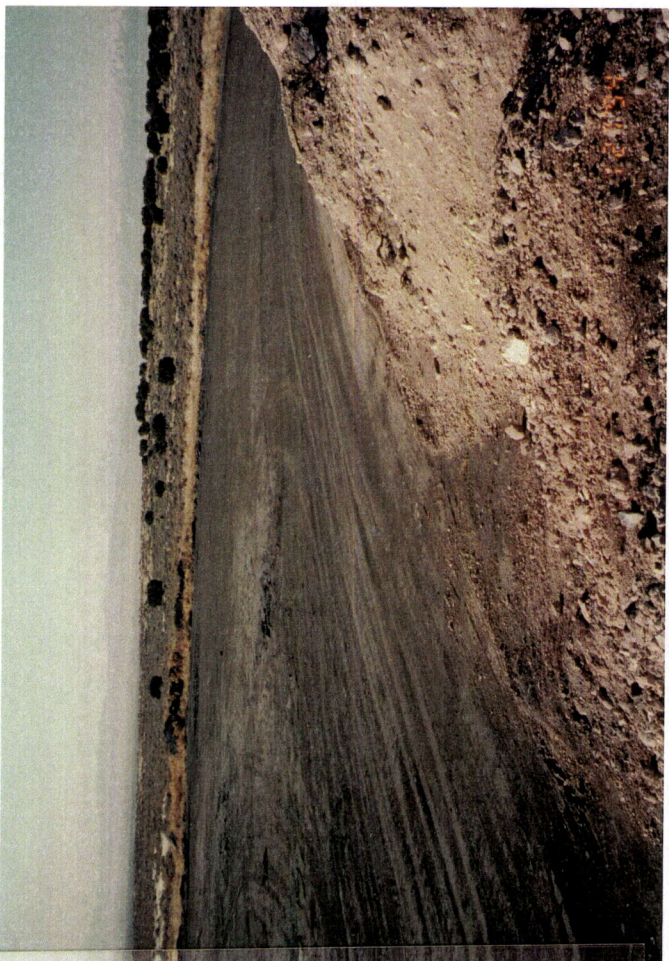
We next inspected the older mine areas in the NE/4 of section 5. This area includes several pits and waste piles. According to Mr. North, Interstate created one of the smaller trench-like pits in this area. Interstate plans to backfill their pit to the extent possible using nearby waste piles. During our inspection Interstate was removing the remainder of clay stockpiled north of the waste pile labelled 1b on the map. Once the clay is removed, Interstate plans to rip the area, cover with available soil material and seed the area. Photos were taken of the pit to be reclaimed and the clay loadout activities.

We next inspected the current stockpile area being used by Interstate. There are currently two stockpiles located in the SE/4 of section 4. The stockpiles are located on both sides of the main road from the highway. All future clay mined by Interstate will be placed on these stockpiles. The stockpile to the east of the access road is the high grade material and the pile on the west is the low grade material. Mr. North indicated the east stockpile would probably increase in length. It should be noted that these stockpiles do not appear on the map submitted with the amendment/revision. The stockpiles would be located somewhere within the area currently covered by the map's title block.

The inspection concluded with the understanding that Mr. North would submit a response to the Division's deficiency letter sometime within the next week.

jb
cc: Jerry North, Interstate Brick Company
M45-06.mem







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LOOKING NW - N
TWO PIT 2E
NOTE: BACKWATER
AT FAR END OF PIT

M/045/006
PIT 2E

N/E END OF PIT 29

M/045/006

NOTE: APPROXIMATE DISTANCES IN
THE BACKGROUND - LOOKING FOR THE
END OF THE CLAY DEPOSIT

N/E END OF PIT 29

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AT PIT 2A

M/045/006

AT PIT 2A

M/045/006

LOOKING ACROSS PIT 29

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LOOKING SE ACROSS PIT 29 (aka PIT 4)
FROM SOUTHWEST END OF DUMP 2d

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NOTE: BEHIND AROUND PIT

AT FAR END OF PIT

TWO PIT 2E

LOOKING NW - N

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